

MONTANA TRANSPORTATION PLANNING

Newsline

Published by the Montana Department of Transportation

TRANPLAN 21 TAKING SHAPE

Policy Goals and Actions Being Formulated

Since December of 1993 the Montana Department of Transportation (MDT) has been developing Montana's first statewide intermodal transportation plan (TranPlan 21). The issue identification phase was completed in April. With those results and a great deal of technical analysis in hand, draft policy goals and actions are now being developed that will have a significant impact on your transportation system. This issue of the *NEWSLINE* includes the draft policy goals and related potential policy actions that have been developed to date.

SIX MAJOR POLICY AREAS

Six policy papers will be developed as part of TranPlan 21. The policy paper topics are Economic Development, Access Management and Land Use Planning, Bicycle and Pedestrian Transportation, Roadway System Performance, Public Transportation, and Intermodal and Freight Transportation. The first three draft

papers discussed below are complete and ready for public review and comment. The remaining three will be ready on or before October 12.

Six Policy Papers to be Developed as Part of TranPlan 21:

Economic Development

Access Management & Land Use Planning

Bicycle & Pedestrian Transportation

Roadway System Performance

Public Transportation

Intermodal & Freight Transportation

All six are scheduled for presentation during the next round of public, focus group, and tribal meetings scheduled to begin the week of October 17 (don't miss the enclosed notice of public meeting dates and

locations). During these meetings you are encouraged to tell us whether we should delete, modify, or add to the draft policy goals and actions.

The following draft policy paper descriptions are very general due to limited space in the *NEWSLINE*. Call us or attend the public meetings for the details.

SUPPORTING ECONOMIC DEVELOPMENT THROUGH THE TRANSPORTATION SYSTEM

Policy Goal A: Promote a transportation system that provides cost-effective access for Montana's export-oriented ("basic") industries to regional, national and international markets.

Policy Goal B: Ensure state and local economic development plans and priorities are factored into transportation planning and programming.

continued on page 2

Policy Goal C: Engage in multi-state and regional initiatives that facilitate international trade.

Policy Goal D: Promote tourism and access to recreational destinations through transportation planning and programming.

ACCESS MANAGEMENT AND LAND USE PLANNING

Access Management

Policy Goal A: Retain the existing Access Management Plan, and focus on a more consistent application of current policies at the District and Commission levels.

Policy Goal B: Modify the current Access Management Plan to provide more clear guidance to MDT staff on implementation, and emphasize sharing of responsibility with local jurisdictions.

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Articles appearing in the Transportation Planning Newsletter are contributed by the staff of the MDT Transportation Planning Division.

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Policy Goal C: Develop and implement a comprehensive access management plan for the state.

Policy Goal D: Preserve right-of-way necessary to ensure that access to state routes and principal arterials can be provided in the future.

Policy Goal E: Establish and fund a level of travel demand forecasting which will support an access management program.

Land Use Planning

Policy Goal A: Undertake no new initiatives and encourage local jurisdictions to address land use related issues on a case by case basis.

Policy Goal B: Encourage local jurisdictions to establish land use planning and development permitting mechanisms to manage transportation demand through building their planning capacity.

Policy Goal C: As part of the development review process, provide authority to enable local jurisdictions and MDT to require developer contributions to improvements that accommodate new traffic demands.

Policy Goal D: Recommend legislation that supports land use planning in the counties experiencing fast population growth.

BICYCLE & PEDESTRIAN TRANSPORTATION

Policy Goal A: Institutionalize bicycle and pedestrian modes.

Policy Goal B: Target bicycle related improvements to account for urban, rural, and regional differences in current and future use.

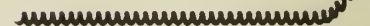


WE WANT YOU....


to attend the next round of TranPlan 21 public meetings in October. Check the *NEWSLINE* insert for time and location details. TranPlan 21 is being developed by a myriad of staff, consultants, and stakeholders with some of the best experience and knowledge to be found anywhere. But the bottom line is **WE CAN'T DO IT WITHOUT YOU.** You live and travel in Montana and use the transportation system daily. No one knows the issues, needs, and solutions better than you. Please make it a point to attend and share your thoughts and ideas with us.

**TranPlan 21
Hotline
1-800-714-7296**

**In Helena Dial
444-5648**



continued on page 3

If you can't attend but have some thoughts you would like to share, please call us toll free at 1-800-714-7296 or leave a message on the State Bulletin Board System at (406) 444-5648 and leave your comments with the Department of Transportation, E-MAIL system operator. 

3RD ANNUAL STATE BUS ROADEO HELD IN MISSOULA

Drivers from Montana's four largest bus systems and eight paratransit agencies took part in the third annual State Bus Rodeo in Missoula on August 21, 1994. This event was sponsored by the Montana Transit Association in cooperation with the Montana Department of Transportation.

The obstacle course set up for the bus rodeo is designed to duplicate everyday driving. This special event emphasizes the important role played by bus drivers in the provision of safe and reliable transportation services to Montana citizens. The rodeo also provides the opportunity for camaraderie among the drivers because of the sportsmanship and pride fostered by the event.

All drivers who registered for and competed in the State Bus Rodeo are winners and should be very proud of their efforts in this year's competition. We do want to give special recognition to the first, second, and third place winners in each of the Division categories:

Large Bus Division

*1st place Wayne Ogger
MET Transit, Billings
2nd place Larry Rel
MET Transit, Billings
3rd place Leroy Knight
THE BUS, Butte*




*Winners of the State Bus Rodeo,
large bus division (left to right) Larry
Rel - 2nd place, Wayne Ogger - 1st
place, Leroy Knight - 3rd place*

Paratransit Division

*1st place Jim Keller
Eagle Transit, Kalispell
2nd place Minda Lee
Mountain Line, Missoula
3rd place . . . Darius Fellows
Senior Citizens Diner's Club
Butte*



*Winners of the State Bus Rodeo,
paratransit division (left to right)
Darius Fellows - 3rd place, Jimm
Keller - 1st place, Minda Lee - 2nd
place.*

The first place winners will go on to compete at the national level through an all expense paid trip provided by MDT's RTAP Scholarship Program. Again, congratulations to the winners and a big THANK YOU to all who made this year's event such a success! 

1995 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

In July, the MDT Project Analysis Section sought comments on the state's program of upcoming transportation improvements. The program lists improvements on more than 900 miles of road over the next three years, using in excess of \$500 million in state and federal construction funds. Safety improvements are planned at approximately 300 locations over the same three-year time frame, as well as numerous spot improvements such as lighting, signal, signing, guardrail and drainage improvements.

Press release packets were mailed to 73 weekly papers, 18 daily or trade press organizations, 18 television outlets and about two dozen radio stations. The press release packets included lists of major construction projects tentatively scheduled to be built within the next three years, along with maps showing their locations. In conjunction with

continued on page 4

the press releases, a direct mailing to individuals on the TRANPLAN 21 mailing list was sent out. Over 2,300 letters were sent stating that the draft STIP was done and copies were available upon request. The following is a synopsis of the press release.

"The State Transportation Improvement Program or STIP is our firm building program," according to Jeff Ebert, MDT Project Analysis Supervisor. The program represents the state's best estimate of what can be built, given available funding and projections on when design work, environmental documentation, land acquisition, permitting and related work can be completed. The program is fairly specific, with project locations and anticipated contracting dates identified.

Statewide Transportation
Improvement Program Draft
Ready for Review

Call Our Hotline
to Request a Copy.

1-800-714-7296


MDT's looking for ideas, comments and suggestions to ensure what we're planning is well-suited to Montana. Comments are sought on the projects in the three-year

program, as well as projects in all other stages of development. The agency is also seeking ideas for future transportation projects that aren't yet part of the program.

To be constructed in the next few years, much of what's included in the program has already had a great deal of work done on it. Changes can be costly, especially if a design is complete or nearly complete. The MDT will consider all ideas and suggestions, but comments will be most useful on tentative projects and projects just entering preliminary engineering.

In addition to road and bridge construction, the STIP includes projects under the Aeronautics Capital Improvement Program, Local Rail Freight Assistance Program and three programs in the public transportation area, where MDT acts as a facilitator and grant provider.

MDT is relying on oral and written comments and will not be scheduling public meetings to discuss the program.

The next step in the process is to respond to comments received on the draft program and start preparing the final STIP, which will be submitted to the Federal Highway Administration and Federal Transportation Administration for approval. 


Scenic Byways



SCENIC BYWAYS LEGISLATION UNDER DEVELOPMENT

Results of the Scenic Byways Feasibility Study were presented to the Montana Highway Commission at its August 25 meeting in Billings. After discussing the results of the nine-month long study effort, the Commission asked MDT staff to prepare draft legislation that would give the Commission and MDT the authority to develop and manage a state scenic byways program.

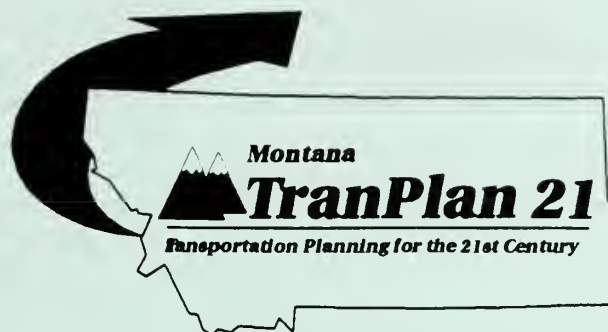
If the Legislature grants this authority, MDT staff will begin working with the public and others on program details such as application and designation procedures and public involvement requirements. The general design of the program will be based on recommendations of the Study which reflect input from a 22-person Advisory Committee made up of representatives of tourism interests, state and federal agencies, environmental groups, tribal governments, and other interested parties.

More details on the Study are available from Dick Turner at 444-7289. 

What Transportation

● Future Do You Prefer?

Come help shape Montana's transportation system.



We are preparing a 20-year plan of action for meeting transportation needs in Montana. TranPlan 21 will set policy direction and establish priorities for all modes. In the first round of public involvement earlier this year, you identified a number of issues you thought needed attention. Based on that input, we have identified different futures for the transportation system and policy options for all modes. Come and tell us:

- What you think about our policy options.
- Which transportation future you prefer.

Please come to our open house. This is your opportunity to influence TranPlan 21 before decisions are made. If you have comments, but can't attend, please call 1-800-714-7296.

Come to one of the following Open Houses!!!!

- | | | |
|-----------------|---|-----------------------------|
| ● Butte - | Council Chambers, Courthouse, 3rd Floor
155 West Granite | Monday, October 17, 1994 |
| ● Kalispell - | Council Chambers, City Hall
312 1st Avenue East | Tuesday, October 18, 1994 |
| ● Missoula - | Council Chambers, City Hall
435 Ryman Street | Wednesday, October 19, 1994 |
| ● Billings - | Fireside Inn
1223 Mallowney Lane | Wednesday, October 19, 1994 |
| ● Great Falls - | Civic Center, Gibson Room, 2nd Floor
#4 Park Drive | Thursday, October 20, 1994 |
| ● Miles City - | Fish, Wildlife & Parks Headquarters
West of Miles City | Thursday, October 20, 1994 |
| ● Havre - | Courthouse Annex
315 4th Street | Monday, October 24, 1994 |
| ● Glasgow - | Cottonwood Inn
US Highway 2 East | Tuesday, October 25, 1994 |
| ● Helena - | MDT Headquarters, Auditorium
2701 Prospect Avenue | Tuesday, October 25, 1994 |

We will offer informational presentations at 3:00 PM and 5:30 PM, or stop by and visit anytime between 3:00 PM and 7:00 PM at any of the above locations.

We hope to see you there!!!

In compliance with the Americans with Disabilities Act, all open house locations are accessible to disabled persons. For more information or for those who require accommodations for disabilities, call Jan Vogel, MDT Special Studies Section at 444-4262 in Helena. (TDD 444-7696)



**MTA FALL CONFERENCE
SCHEDULED FOR
OCTOBER 12-13**

Mark your calendars now for the Montana Transit Association's (MTA) Fall Conference to be held at the Grantree Inn, Bozeman on October 12 and 13, 1994.

The agenda will have something for everyone from transit board members to managers to drivers. There will be panel presentations by several Montana transit providers on coordination, funding, and how to order the right vehicle for your transportation program! Peter Schauer will present a very beneficial training session for all conference participants on "Total Quality Management." The winners of the Montana State Bus Rodeo will also receive special recognition at the conference banquet to be held in beautiful Big Sky, Montana the evening of October 12.

Plan on attending and take advantage of the networking and training opportunities available at this conference. For further information, please contact Janis Winston at 444-4210. STOP

**CODIFICATION OF
FEDERAL TRANSIT LAWS**

On July 5, 1994, President Clinton signed Public Law 103-272, which codifies Federal transit laws under Chapter 53 of the United States Code. The enactment of Public Law 103-272 requires a new cita-

tion format, which replaces the familiar references to programs such as Section 16 and Section 18.

The following is a list of some of the new code numbers and titles for Federal transit programs.

- Section 3 is now Section 5309. The title has changed from "Discretionary Grant and Loan Program" to "Discretionary Grants and Loans."
- Section 8 is now Section 5303. The title is still "Metropolitan Planning."
- Section 9 is now Section 5307. The title is still "Block Grants."
- Section 16 is now Section 5310. The title was Planning and Design of Mass Transportation Facilities to Meet Special Needs of Elderly Persons and Persons with Disabilities." It is now "Grants and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities."
- Section 18 is now Section 5311. The title was "Formula Grant Program for Areas Other than Urbanized Areas." It has been changed to "Financial Assistance for Other than Urbanized Areas."
- Section 26A(2) is now Section 5313. Formerly it was "Planning and Research Program" and now it is "State Planning and Research Program." STOP

**NON-MOTORIZED
TRANSPORTATION IN
MONTANA**



Montana has long been known for its western heritage and scenic landscapes. Our State has enjoyed a tremendous increase in tourist activities that involves non-motorized recreation. Montana residents and tourists alike have come to appreciate the benefits of non-motorized travel as being both practical and environmentally sensible. In 1990, bicycling and walking attracted between 55 and 71 million participants nationwide. In Montana, over 3,200 households claimed bicycling as their primary mode to work, according to the 1990 census. Bicycling concerns continue to be addressed in order to better provide cyclists with safe and efficient transportation facilities.

With respect to roadway use and safety, bicyclists in Montana are required to follow the same rules as automobile drivers as they may apply. According to Montana law, bicyclists are required to ride as far to the right as practical on the roadway. A roadway includes any street, county road, highway, or Interstate.

continued on back page

When riding after dark, wearing visible clothing and bicycle helmets are recommended. The bicycle itself, however, shall be equipped as follows:

- A white light visible at least 500 feet to the front. A red light visible at least 500 feet to the rear may be used in addition to rear-facing reflectors.
- Equipped with an essentially colorless front-facing reflector, essentially colorless or amber pedal reflectors, and a red rear-facing reflector.
- Tires with retroflective sidewalls or reflectors mounted on the spokes of each wheel. ^{STOF}

MDT & MPO PRAISE ISTEA FOR SOV TO HOV SUCCESS ??

Are you tired of acronyms?
Have you tried to follow a city
or state government meeting

and found yourself completely lost in jargon? Most agencies and businesses have created their own 'language' in response to the increasing amount of policies, programs, and inventions that accumulate. Acronyms help the communication process by eliminating exhaustive titles and names that would prohibit the free exchange of ideas. This is not true if you're unable to understand what is being said. For your convenience, below is a listing of acronyms most frequently used by federal, state, and local transportation planning agencies.

ADT	Average Daily Traffic
AASHTO	American Association of State Highway & Transportation Officials
ADA	The Americans with Disabilities Act of 1990
CAAA	The Clean Air Act Amendments of 1990
CFR	Code of Federal Regulations
CIP	Capital Improvements Program
CMAQ	Congestion Mitigation and Air Quality Program
CMS	Congestion Management System

CTEP	Community Transportation Enhancement Program
DOT	Department of Transportation
EIS	Environmental Impact Statement
FAI	Federal Aid Interstate
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HNS	Highway of National Significance
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IVHS	Intelligent Vehicle Highway System
MACO	Montana Association of Counties
MPO	Metropolitan Planning Organization
NHS	National Highway System
PMS	Pavement Management System
QRSII	Quick Response System II
RFP	Request for Proposal
ROW	Right of Way
SID	Special Improvement District
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Improvements Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDM	Transportation Demand Management
UZA	Urbanized Areas
VMT	Vehicle Miles Traveled
VPH	Vehicles Per Hour

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